

THE ARSENAL ON THE CHARLES

Project Narrative in Support of AODD Campus Plan



Project Overview

The Proponent of the Arsenal Overlay Development District (AODD) Campus Special Permit is Athena Arsenal, LLC. The Proponent proposes the continued revitalization and redevelopment of the former Army Materials Technology Laboratory (AMTL) property to include new uses and buildings, additional structured parking, enhanced landscaping and a robust stormwater management program. In addition, the Proponent has developed The Arsenal on the Charles Design Guidelines that establish a palette of building materials and architectural and landscaping elements that will guide the development of the campus revitalization.

Project Team

The Principal members of the design and permitting team include:

Owner:	Athena Arsenal, LLC
Architect:	Charles Rose Architects, Inc.
Civil Engineer and Landscape Architect:	Stantec Consulting Services Inc.
Transportation Engineer:	Vanasse and Associates, Inc.

Submission Contents

The following outlines the specific components of this submission which are provided under separate cover:

- Technical Drawings
 - Site
 - Building Elevations
- Stormwater report and supporting documentation
- The Arsenal on the Charles Design Guidelines
- Traffic Impact Assessment – The Arsenal on the Charles Campus Plan

Project Site

The Proponent proposes to revitalize the campus which contains approximately 29 acres in total located in Watertown, MA.

Existing Use and Conditions

The existing Arsenal on the Charles campus totals approximately 29 acres and consists of eleven (11) buildings and a 1,130 car parking garage on the south side of Arsenal Street in the southeastern part of the Town of Watertown. The address of the site is 311 Arsenal Street in Watertown.

The campus is bounded by Arsenal Street to the north, North Beacon Street to the south, the Arsenal Court condominium complex and the Town of Watertown's Arsenal Park to the east and the Veterans of Foreign Wars facility on Arsenal Street and an automobile storage yard on North Beacon Street to the west. The Arsenal Street corridor is predominantly commercial uses.

The campus was redeveloped in 2000 as an office, commercial and retail campus and subsequently purchased by Harvard University in 2013. Athena Arsenal, LLC purchased the campus in 2013; the site has remained virtually unchanged since its initial redevelopment in 2000.

The existing buildings on campus are surrounded by surface parking lots and vehicular circulation. There are two primary open spaces on the campus. A formal green exists along Arsenal Street north

of Building 312; a more informal green faces onto North Beacon Street, west of the existing garage and south of building 311.



Existing Conditions Plan

Project Summary

February 08, 2016

Proposed Revitalization Program

The Proponent proposes to embark on an exciting and transformational Campus Plan for The Arsenal on the Charles Campus in Watertown, MA. The key principle that guided the design team was articulated by Jonathan Bush, CEO, at the outset of the planning process: “Rather than a sealed off campus, we’re going to open the Arsenal up to the community as a public resource. And we’d like to fit it into the historic context.” This document, together with the “Arsenal on the Charles Design Guidelines” and the technical plans outline the Proponent’s vision for the campus and serves as a guide for future revitalization initiatives.

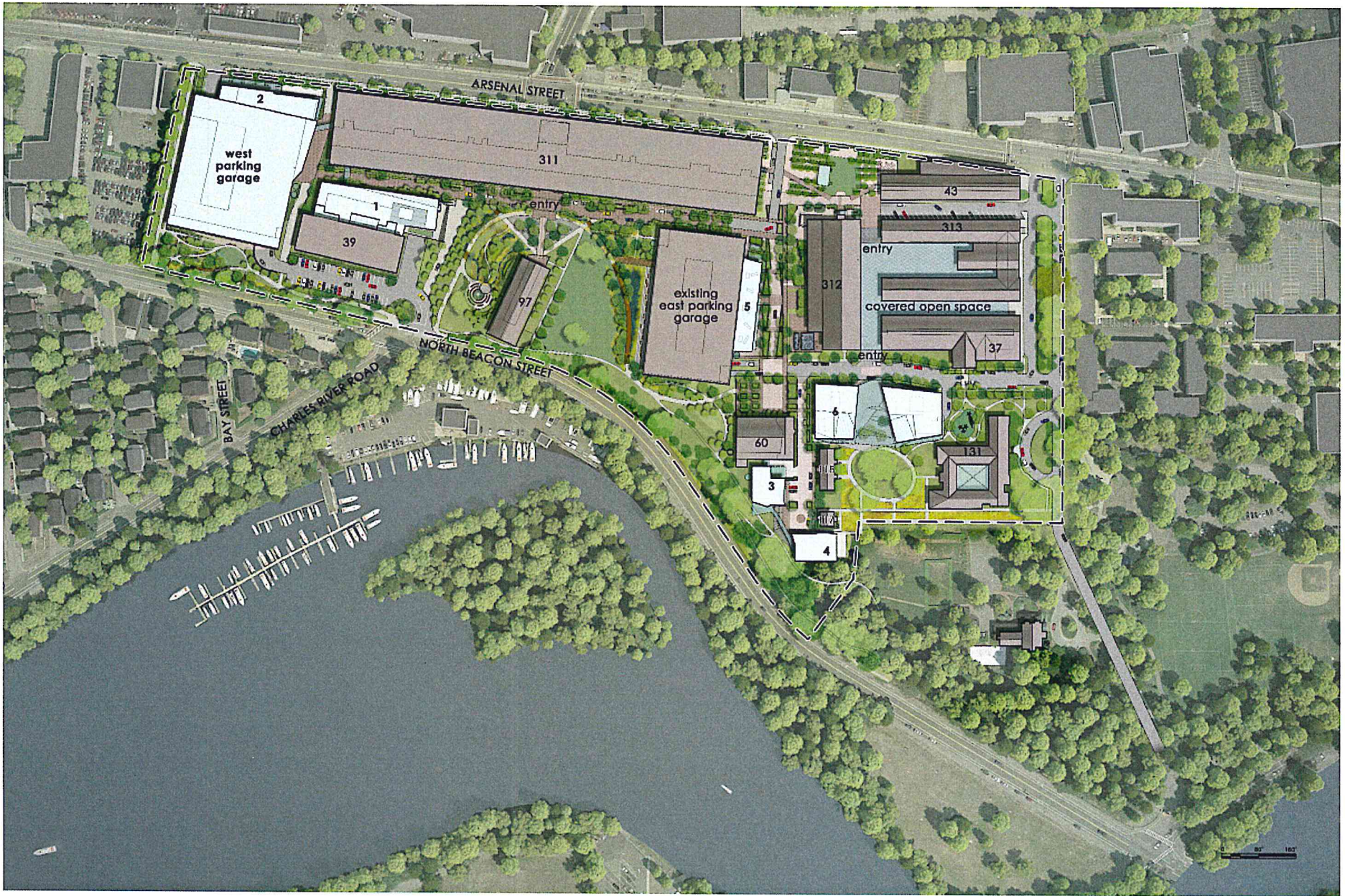
In addition to accommodating the measured growth of Athena Arsenal, LLC, the Campus Plan will accomplish a number of key objectives that include:

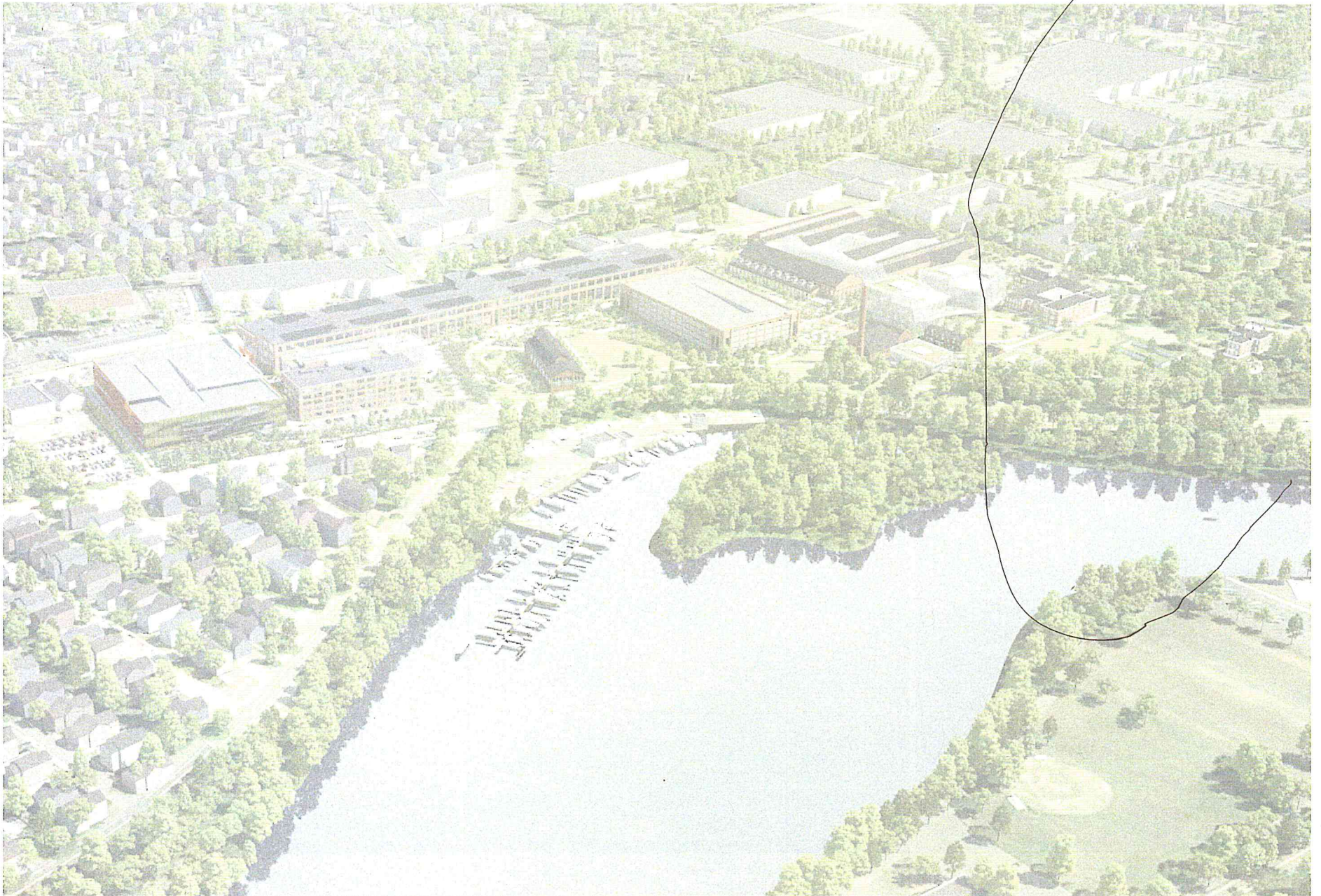
- Providing for the expeditious and efficient redevelopment of the Army Materials Technology Laboratory property which will enhance the community’s quality of life and economic well-being;
- Promoting the preservation of the historic resources and character of the property;
- Allowing for a density which is appropriate for economic revitalization;
- Facilitating the expansion of retail, restaurant, cultural, and other community amenity uses of the redeveloped Army Materials Technology Laboratory property to better serve the Arsenal Overlay Develop District (AODD) occupants, the nearby neighborhoods, and other visitors; and
- Opening the campus to the community with expanded green space and multi-modal connectivity.

The Proponent proposes to construct several new buildings on its campus that includes mixed-use, civic and office uses, supported by a new parking structure, and totals 247,000 GSF and approximately 1209 net new parking spaces. There will be a net reduction of surface parking on the campus that results in an overall increase of over two acres of usable open space available to the entire community.

Development Summary

Building	GSF	Building Coverage (Footprint)	Floors	Use
Existing Buildings				
Building 37	48,807	25,565	2	Office
Building 39	128,055	40,975	5	Office/ Warehouse
Building 43	38,650	21,464	2	Office/ Restaurant
Building 60	19,131	12,144	2	Office
Building 97	23,864	11,591	3	Office
Building 117	2,976	1,081	2	Office
Building 118	5,714	3,169	2	Office
Building 131	56,247	20,364	4	Office/ Day Care
Building 311	428,794	147,255	2 - NW Corner 5 - South Ridge	Office, Health Club
Building 312	81,614	31,829	3	Restaurants/ Theater
Building 313	70,692	38,780	2	Office
Total Existing GSF	904,542	354,217		
Proposed Buildings				
Building 1	75,400	18,850	5	Office
Building 2	30,925	8,906	3	Commercial/ Civic
Building 3	11,968	6,068	2	Office
Building 4	11,308	5,574	2	Office
Building 5	13,292	8,536	1	Retail
Building 6A	49,020	10,320	5	Office/ Parking
Building 6B	57,893	12,188	5	Office/ Parking
Covered Open Space				
Total Proposed GSF	249,806	70,442		
Total Campus GSF (no garages)	1,154,348	424,659		
Garages				
Existing East Garage		57,775	6	Parking
Proposed West Garage		74,260	7 - N. Beacon Street 8 - Arsenal Street	Parking





Zoning

Zoning

The Campus is located within the Arsenal Overlay Development District (AODD), and subject to the provisions of the Town of Watertown Zoning Ordinance section 5.12. The proposed development complies with all the dimensional and use requirements of the By-law and the articulated objectives of the

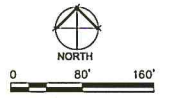
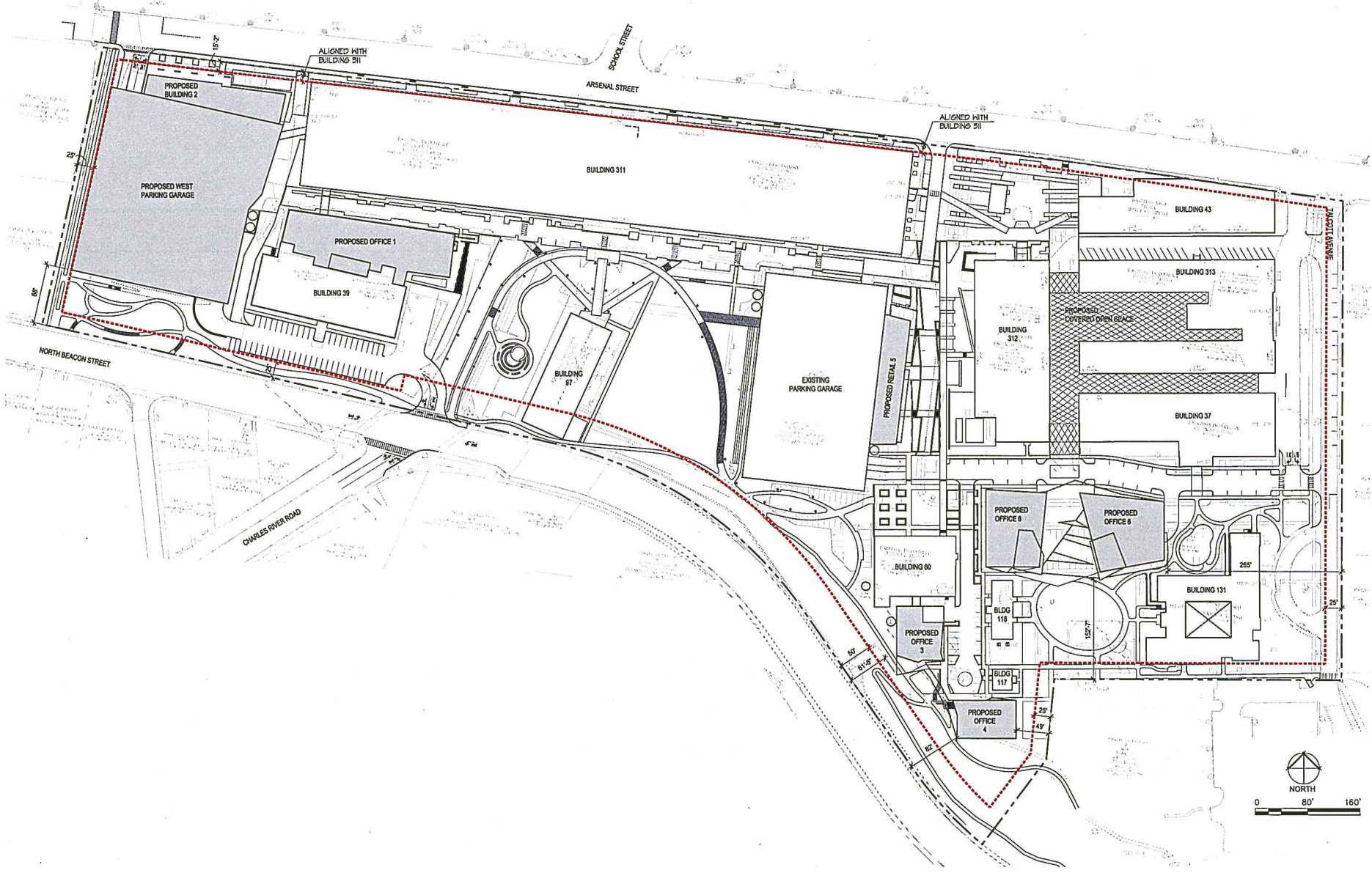
AODD Overlay District as outlined in Section 5.12(c). Following is a zoning chart that outlines required zoning criteria and how the Campus Plan meets those requirements.

Zoning Data - Arsenal Overlay Development District (AODD)

	Required/ Allowed	Proposed	Comments
Minimum Lot Size	10,000SF	1,267, 202 SF (29.09 Ac.)	Existing Campus
Minimum Front Yard Setback			
Arsenal Street*	Aligned with Building 311	Aligned with Building 311	First Floor Commercial, Community or Cultural Use
N. Beacon Street - East of Charles River Road	50'	61'-5"	
N. Beacon Street - West of School Street	25'**	88'	
Minimum Side Yard Setback	25'	25'	
Minimum Rear Yard Setback	25'	N/A	
Maximum Building Height	Varies	Varies	Reference Detailed Height Analysis later in this report
Maximum Building Lot Coverage***	50%	33.6%	Reference Detailed Lot Coverage Analysis on Drawing L-1.0
Minimum Open Space	15%	34%	
Parking Requirements			
Automobile	2,960	3,167	Reference Detailed Parking Analysis later in this report
Bicycle	1 Bike Parking/ 15 Vehicles -212 50% Covered (106)	243/ (188 Covered)	

- * By AODD Campus Special Permit with Conceptual Site Plan Review, the Front Setback may be reduced along Arsenal Street to the front setback of Building 311 to maintain consistent building lines, provided that any new construction less than 25 feet from Arsenal Street authorized by such a special permit must include first floor commercial, community, or cultural uses along at least 80% of the Arsenal Street facade.
- ** For the North Beacon Street frontage west of Charles River Road, no new construction may extend closer to the street nor higher in elevation than the line established by a 45 degree plane beginning at the northerly side line of North Beacon Street and extending northward into the AODD.
- *** Excludes Parking Garages per 5.12 e.3 of the Zoning Ordinance

LEGEND
 - - - - - PROPERTY LINE
 - - - - - ZONING SETBACK

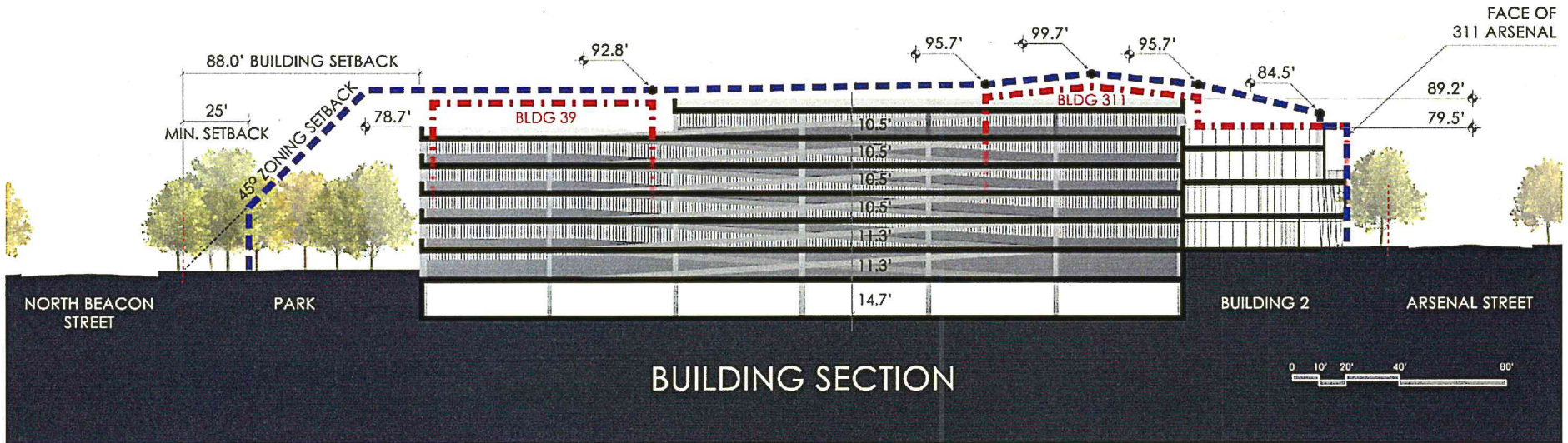


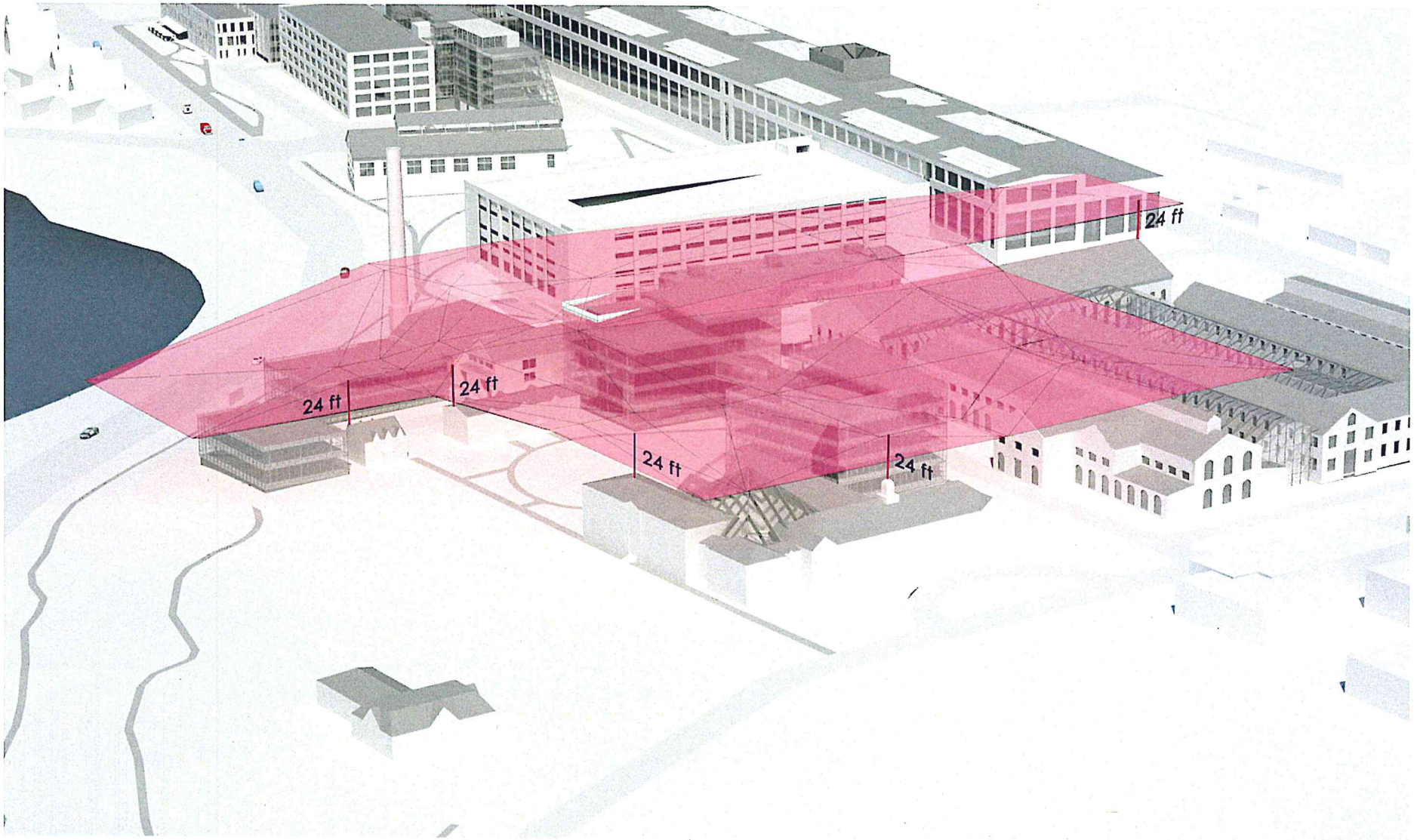
Building	Height*	
Existing Buildings		
Building 37	91.8	
Building 39	87.8	
Building 43	93.0	
Building 60	75.1	
Building 97	82.7	
Building 117	72.4	
Building 118	72.4	
Building 131	90.9	
Building 311	NW Corner	79.5
	South Ridge	94.7
Building 312	93.7	
Building 313	91.8	
Existing Garage	90.7	

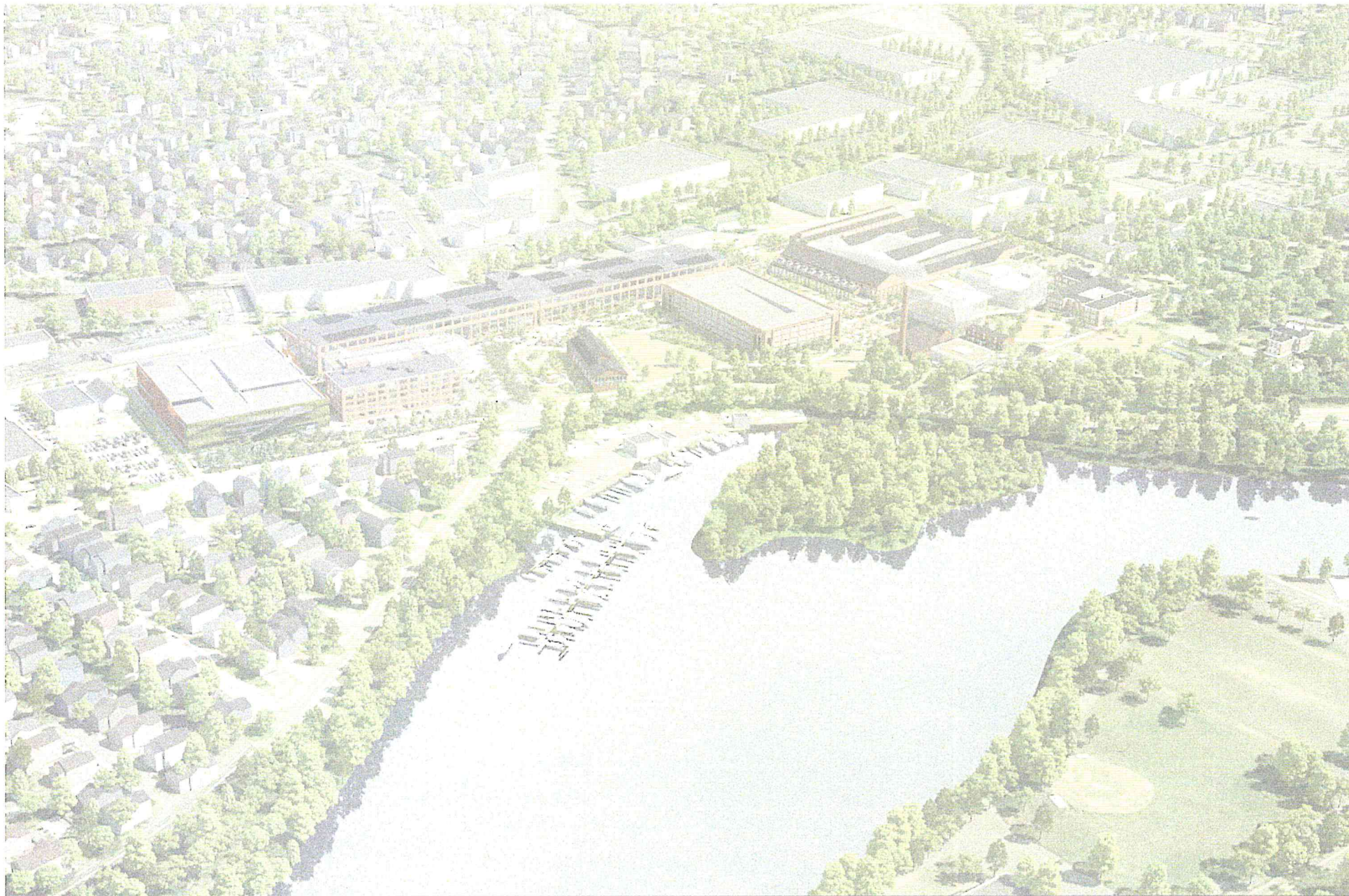
Building	Proposed Height*	Allowed Height Per AODD Zoning	Rationale	
Proposed Buildings				
Building 1	91.5	92.8**	No more than 5' taller than Building 39****	
Building 2	79.5	79.5**	No Taller than NW corner of Building 311*****	
Building 3	64.0	96.4***	No Taller than 24' above height of building 118*****	
Building 4	64.0	96.4***	No Taller than 24' above height of building 117*****	
Building 5	63.7	110.0***	No Taller than 24' above Plane connecting East Garage and Building 60*****	
Building 6A	103.0	104.4***	No Taller than 24' above Plane connecting Buildings 312 and 118*****	
Building 6B	103.0	115.2***	No Taller than 24' above Plane connecting Buildings 37 and 131*****	
West Garage	North (Arsenal St.)	89.2	99.7**	No More than 5' taller than South Ridge of Building 311****
	South (N. Beacon S.)	78.7	92.8**	No More than 5 taller than Building 39*****

- * Elevation based on 1988 North American Vertical Datum (NAVD 88) - Excludes Mechanical Equipment and Screens, PV Arrays, and Roof Terraces
- ** West of School Street - five (5) feet in elevation above the nearest adjacent existing building within the AODD as of June 2015. The top façade facing Arsenal Street shall not be higher in elevation than the top of the northwest corner of Building 311, with the portions of the building taller than the northwest corner of Building 311 being set back a minimum of ten (10) additional feet from the new building's front façade facing Arsenal Street.
- *** East of School Street – two stories, not to exceed twenty four (24) feet in elevation, above the plane created by the roofs of the adjacent existing building within the AODD, as of June 2015, excluding the existing parking garage.
- **** Reference Section of Proposed West Garage in Building Height Section of Project Description
- ***** Reference East Campus Building Height Analysis in Building Height Section of Project Description

- ZONING ENVELOPE
- - - EXISTING BUILDING 39 AND 311 PROFILE







Transportation & Parking

Transportation and Parking

A comprehensive Traffic Impact Analysis and Parking Demand Analysis was performed for the Campus Plan.

The analysis analyzed 17 intersections along the Arsenal Street and North Beacon Street corridors. The analysis also evaluated current traffic conditions (2014), 2022 No-Build Conditions and 2022 Build Conditions. Peak-hour traffic volume increases were predicted to range from less than 1 percent to approximately 6 percent. The majority of the study intersections were found to be operating under acceptable conditions and will continue to operate as such with the implementation of the Campus Plan and the accompanying roadway, intersection and traffic control improvements.

A comprehensive, multi-modal transportation improvement program has been developed that is designed to address existing deficiencies, improve safety and facilitate safe and efficient access to the The Arsenal on the Charles for pedestrians, bicyclists and vehicles. The Campus Plan and its associated improvements allow for unimpeded connections through the campus for pedestrians and bicycles to access the Charles River and its many amenities.

A central feature of the transportation improvement program is an expansion of the existing Transportation Demand Management (TDM) program coupled with a Traffic Monitoring Program to be used to refine and expand the program if specific trip reduction goals are not met.

A parking demand analysis was also prepared in support of the Campus Plan. The analysis was performed following the methodologies outlined in the Urban Land Institute's (ULI's) Shared Parking manual and adjusted to account for:

- i) the interaction of uses to be located within the Project site; and,*
- ii) the availability of alternative modes of transportation (i.e., public transportation use, pedestrians and bicycles).*

Based on this preliminary analysis, it has been determined through accepted Traffic Engineering and Transportation Planning methodologies that the Campus Plan will have a peak parking demand of approximately 3,167 spaces which is expected to occur at 2:00 PM on a weekday in late December. The proposed Campus Plan accommodates peak demand.

Zoning requires that the Campus Plan include a minimum of 2,960 vehicles. The plan meets this requirement and provides a total parking inventory of 3,167 spaces to meet the projected actual demand.

Transportation Demand Management

The following Transportation Demand Management (TDM) measures will be implemented as a part of the Campus Plan in an effort to reduce the overall number of vehicle trips in the area and to integrate the Plan into the available transportation resources.

- A full-time, on-site Transportation Coordinator will be assigned who may also have other duties and responsibilities at the campus;
- Explore contributing monies to the Town on a proportionate basis consistent with other development projects in the area for the establishment of a Transportation Management Association (TMA) for the Arsenal Street corridor. The exact amount of the contribution will be determined in discussions with the Town if and when the Town establishes a TMA;
- Information regarding public transportation services, maps, schedules and fare information will be posted in a central location;
- A “welcome packet” will be provided to employees of the Campus detailing available public transportation services, bicycle and walking alternatives, and commuter options available through MassRIDES and their NuRide program which rewards individuals that choose to walk, bicycle, carpool, vanpool or that use public transportation to travel to and from work;
- Pedestrian accommodations will be provided within the Campus site including sidewalks, pathways and “shared street” accommodations linking buildings and on-site parking to the sidewalks along Arsenal Street and North Beacon Street;
- Preferential parking will be provided for alternatively fueled vehicles and for car/vanpools within the existing and proposed parking garages;
- Coordinate with a car sharing service (such as ZipCar) to locate vehicles within the parking garages;
- Electric vehicle (EV) charging stations will be provided in reserved parking spaces, per the Zoning Ordinance;
- Offer direct deposit for employee paychecks;
- Provide a shower, changing room and locker facility for employees;
- Provide a kitchen facility with a refrigerator and microwave oven for employees;
- To the extent feasible, coordinate employee schedules to be consistent with public transportation schedules; and
- Provide secure, weather protected bicycle parking within the parking garages and install bicycle racks proximate to building entrances that exceed the Zoning Ordinance.

Transportation Impact Assessment - Proposed Arsenal on the Charles Master Plan - Watertown, Massachusetts

Legend:



Signalized Study Area Intersection



Unsignalized Study Area Intersection



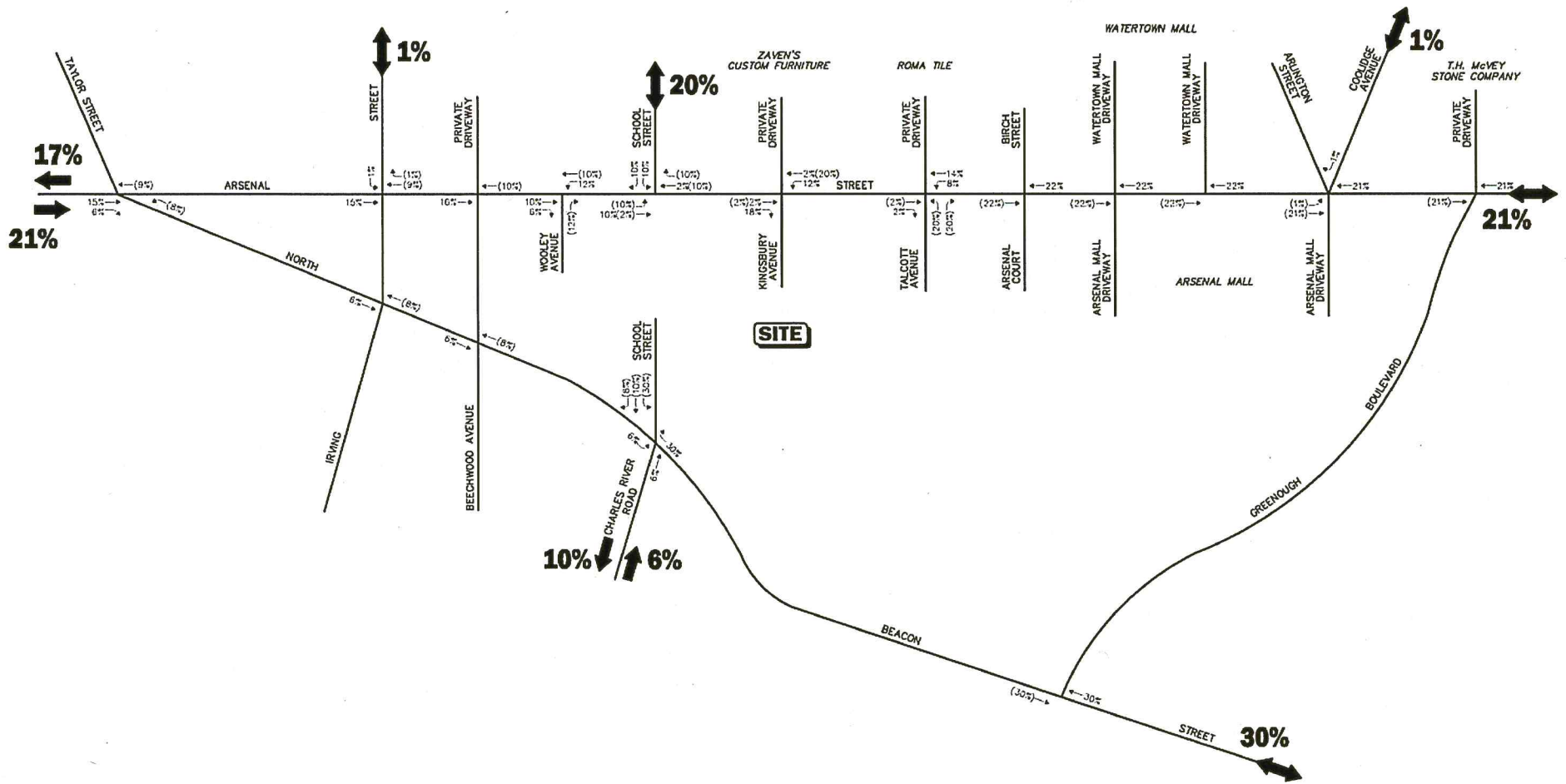
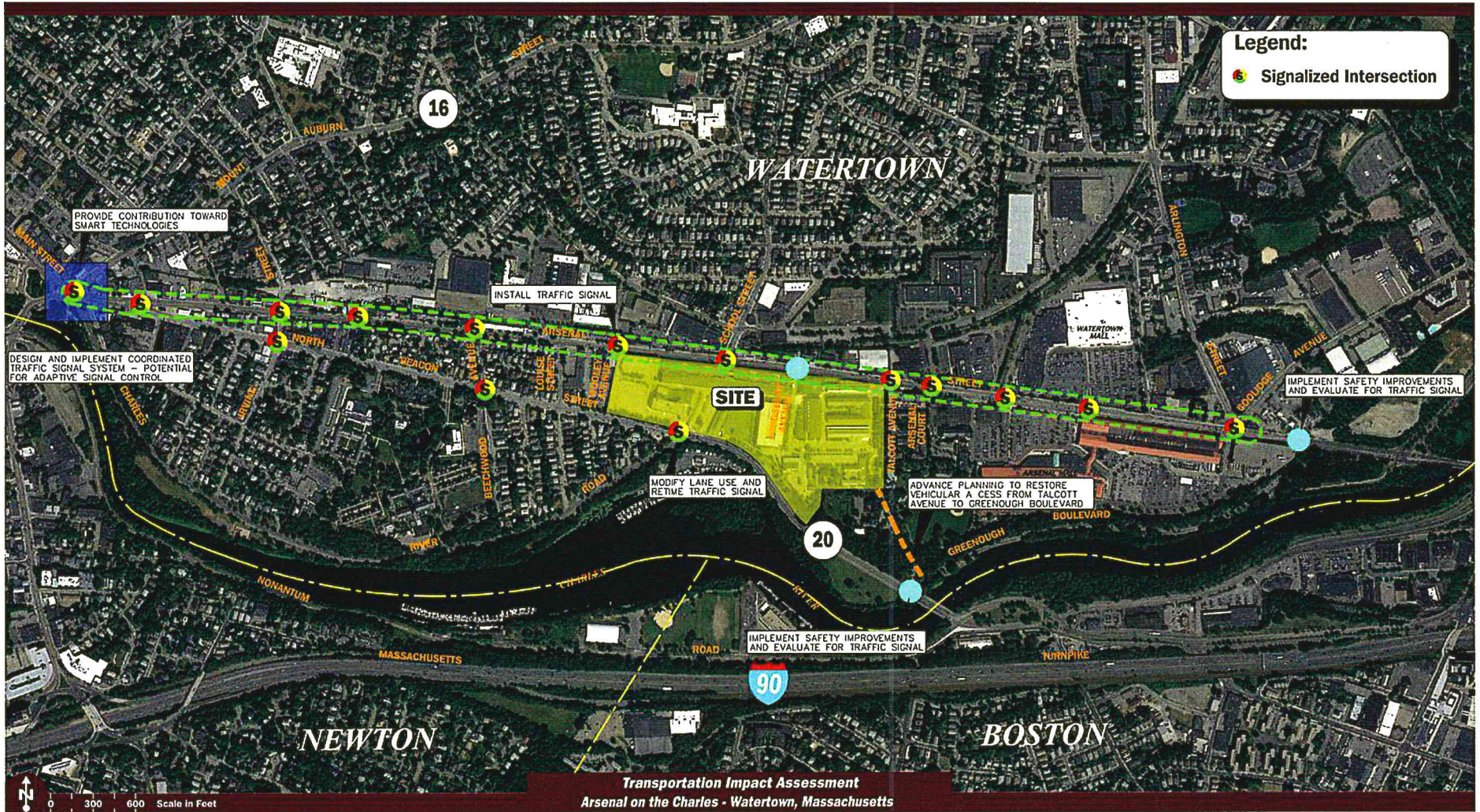


Figure 7
 Trip Distribution Map

Time Period/Direction	Vehicle Trips		
	(A) Existing ^a	(B) New ^b	(C = A + B) Total
<i>Weekday Morning Peak Hour:</i>			
Entering	981	360	1,341
Exiting	290	34	324
Total	1,271	394	1,665
<i>Weekday Evening Peak Hour:</i>			
Entering	497	100	597
Exiting	1,137	362	1,499
Total	1,634	462	2,096

^aBased on traffic counts conducted at the Project site driveways in June 2013.

^bBased on ITE LUC 714, *Corporate Office Building*, LUC 820, *Shopping Center*, and LUC 565, *Day Care Center*.



Existing Campus

Land Use	Size	Units	Town Zoning Requirement	Units	Parking Required Per Town Zoning
Office (1st Flr)	245,123	sf	1.0	spaces/350 sf	700
Office (Other Flr)	483,137	sf	1.0	spaces/400 sf	1,208
Restaurant	412	seats	1.0	spaces/4 seats	103
Retail (1st Flr)	0	sf	1.0	spaces/350 sf	0
Retail (Other Flr)	0	sf	1.0	spaces/400 sf	0
Fitness Center	57,926	sf	1.0	spaces/400 sf	145
Public Assembly	484	seats	1.0	spaces/5 seats	97
				Total Required	2,253

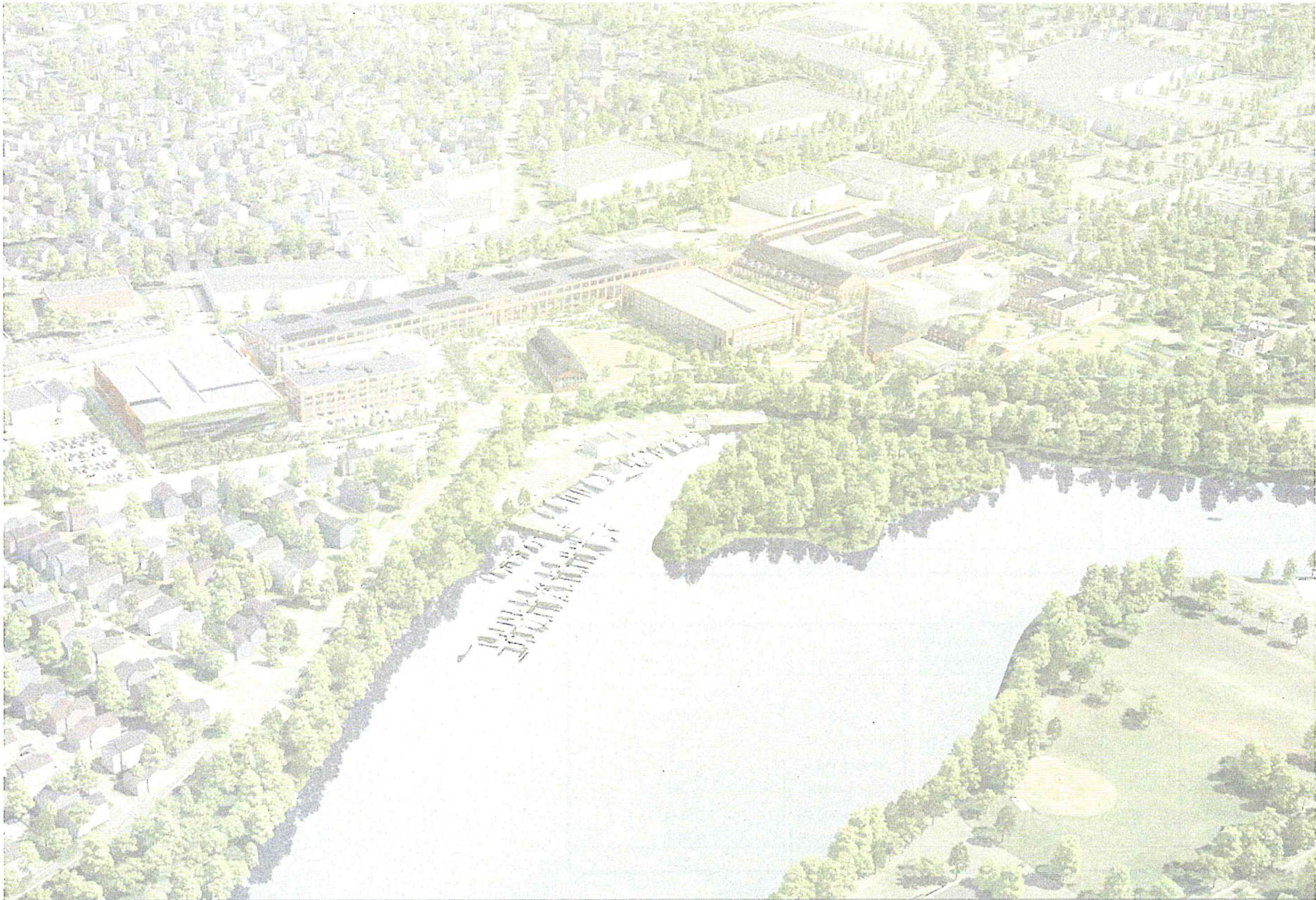
Parking Supply		
	Existing	Proposed
Existing Garage	1,130	1,118
Surface Parking	828	132
Proposed West Garage		1,623
Proposed Garage at Building 6		294
Standard (200)		
Stackers at Lower Level (94)		
Total	1,958	3,167

Proposed New Uses

Land Use	Size	Units	Town Zoning Requirement	Units	Parking Required Per Town Zoning
Office (1st Flr)	53,000	sf	1.0	spaces/350 sf	151
Office (Other Flr)	171,447	sf	1.0	spaces/400 sf	429
Restaurant	100	seats	1.0	spaces/4 seats	25
Retail (1st Flr)	14,750	sf	1.0	spaces/350 sf	42
Retail (Other Flr)	24,175	sf	1.0	spaces/400 sf	60
Fitness Center	0	sf	1.0	spaces/400 sf	0
Public Assembly	0	seats	1.0	spaces/5 seats	0
				Total Required	708

Total Existing and New

Land Use	Size	Units	Town Zoning Requirement	Units	Parking Required Per Town Zoning
Office (1st Flr)	298,123	sf	1.0	spaces/350 sf	852
Office (Other Flr)	654,584	sf	1.0	spaces/400 sf	1,636
Restaurant	512	seats	1.0	spaces/4 seats	128
Retail (1st Flr)	14,750	sf	1.0	spaces/350 sf	42
Retail (Other Flr)	24,175	sf	1.0	spaces/400 sf	60
Fitness Center	57,926	sf	1.0	spaces/400 sf	145
Public Assembly	484	seats	1.0	spaces/5 seats	97
				Total Required	2,960



Site Plan Review Criteria

Landscape

The proposed revitalization of the campus will preserve existing trees, while improving pedestrian plaza areas, walkways, and internal vehicular circulation, as well as courtyard and buffer plantings. The Plan takes advantage of its relationship to the Olmsted historic landscape at the east portion of the property along Talbot Avenue and on the abutting property of the Town of Watertown, while also maintaining and enhancing the character of the landscape bluff and the monumental iron fencing that borders the majority of the Campus Plan. While being respectful of the importance of this component of the overall landscape plan, the Plan will incorporate compelling site features throughout the campus that will complement the overall character of the campus. Minimal grade changes will insure that the overall landscape will be in keeping with the general appearance of neighboring developed areas. In addition, the plan provides significant screening of adjacent residential areas, incorporates significant trees along internal streets and green spaces and a robust buffer along the street frontage. Other landscape enhancements will include rain gardens, the use of native plant materials and urban agriculture feature including a working orchard.

Open Space

Throughout the design process, much attention has been paid by the Proponent to increase and improve the pedestrian experience throughout the campus, providing an inviting and flexible environment that encourages social interaction. The entire campus is treated as a permeable community space, encouraging active use by the public.

The plan includes significant upgrades to the interior streetscapes including new sidewalks, lighting, landscaping, signage and paving. A “shared street” concept is proposed for key areas of the campus that will facilitate a safe pedestrian-oriented environment that accommodates bicycles and vehicles. These streets are an extension of the public open space, providing opportunities for a variety of non-circulation activities such as food trucks, farmers markets and other public activities. The open space on the campus will also be enhanced with a number of outdoor gathering spaces that will feature both active and passive features for use by the community. In addition, a pocket park is being created along North Beacon Street with multiple access points that will facilitate ease of access by the community.

The open space north of Building 312 and adjacent to Arsenal Street will be maintained, but modified and enhanced to accommodate a variety of uses and be a refreshed ‘front yard’ to the campus.

The proposed plan reduces the overall amount of surface parking spaces from 828 to 132 and re-captures approximately two acres of land as usable open space.

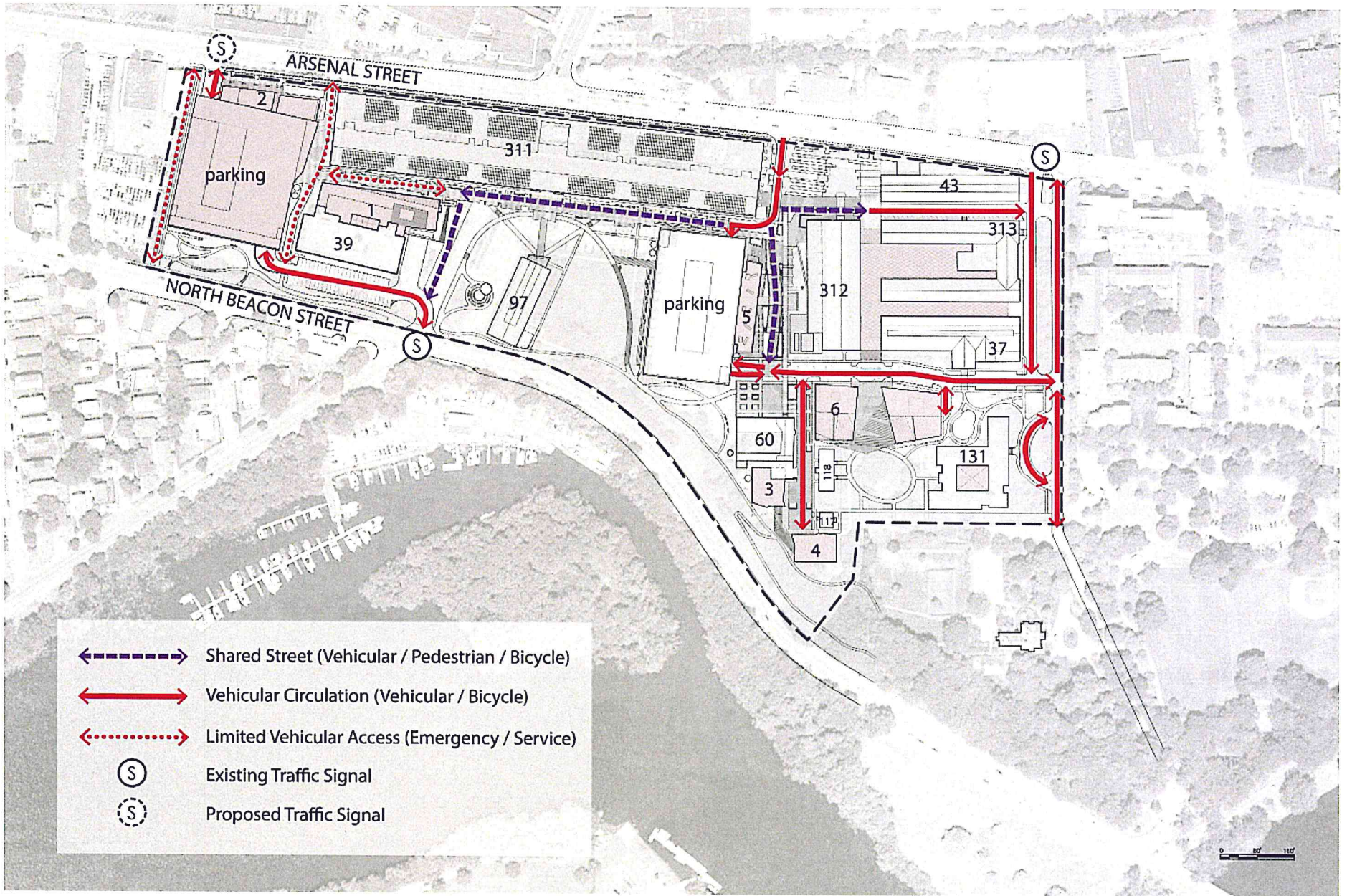
Circulation and Parking

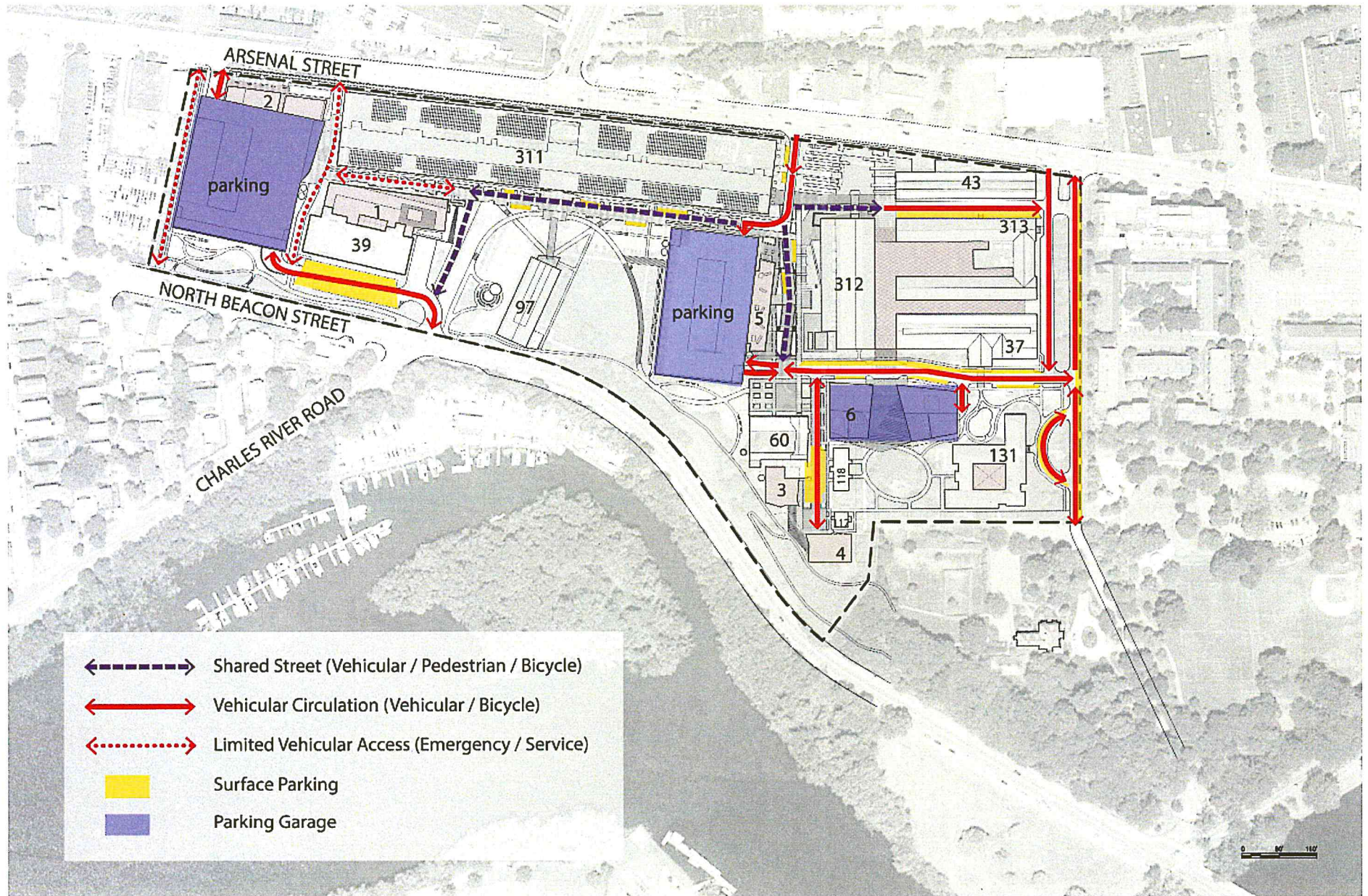
The campus circulation system will be enhanced to create a safe, walkable and pedestrian friendly campus as well as to improve vehicular circulation throughout the campus. The internal streets fronting Building 311, the retail corridor and the front of the Arsenal Center for the Arts will be developed as “shared streets” to enhance the pedestrian experience while providing access and parking to the major elements of the campus. These three shared streets will be one-way roadways but convertible to two-way roadways with appropriate management oversight and for limited periods of time. The four main vehicular access points to the site will be maintained; however, the internal vehicular circulation will be enhanced to improve the pedestrian experience and facilitate better access to the retail and structured parking components of the campus. Vehicles will be able to access the new West garage from both North Beacon Street and a new signalized intersection on Arsenal Street. Access to the existing garage will be from either a one-way entrance from Kingsbury Avenue or from the signalized Talcott Avenue entrance. All vehicles leaving the East garage will exit at the southern end of the garage and exit the site at Talcott Avenue. The garages will be equipped with “smart park” technology that provides employees and visitors with real-time information about parking wayfinding and space availability through their mobile device.






The number of parking spaces on campus will increase from 1958 spaces to 3167 spaces. Surface parking spaces will be reduced from 828 to 132. The availability of parking on campus will eliminate the need for on-street parking that exists around the campus today. Enhanced bicycle and pedestrian access to the campus will be developed along the western edge of the site to provide a safe and separate access point that connects North Beacon Street and Arsenal Street and provides signalized bicycle access to the Watertown Greenway trail system. Bicycle access through the site

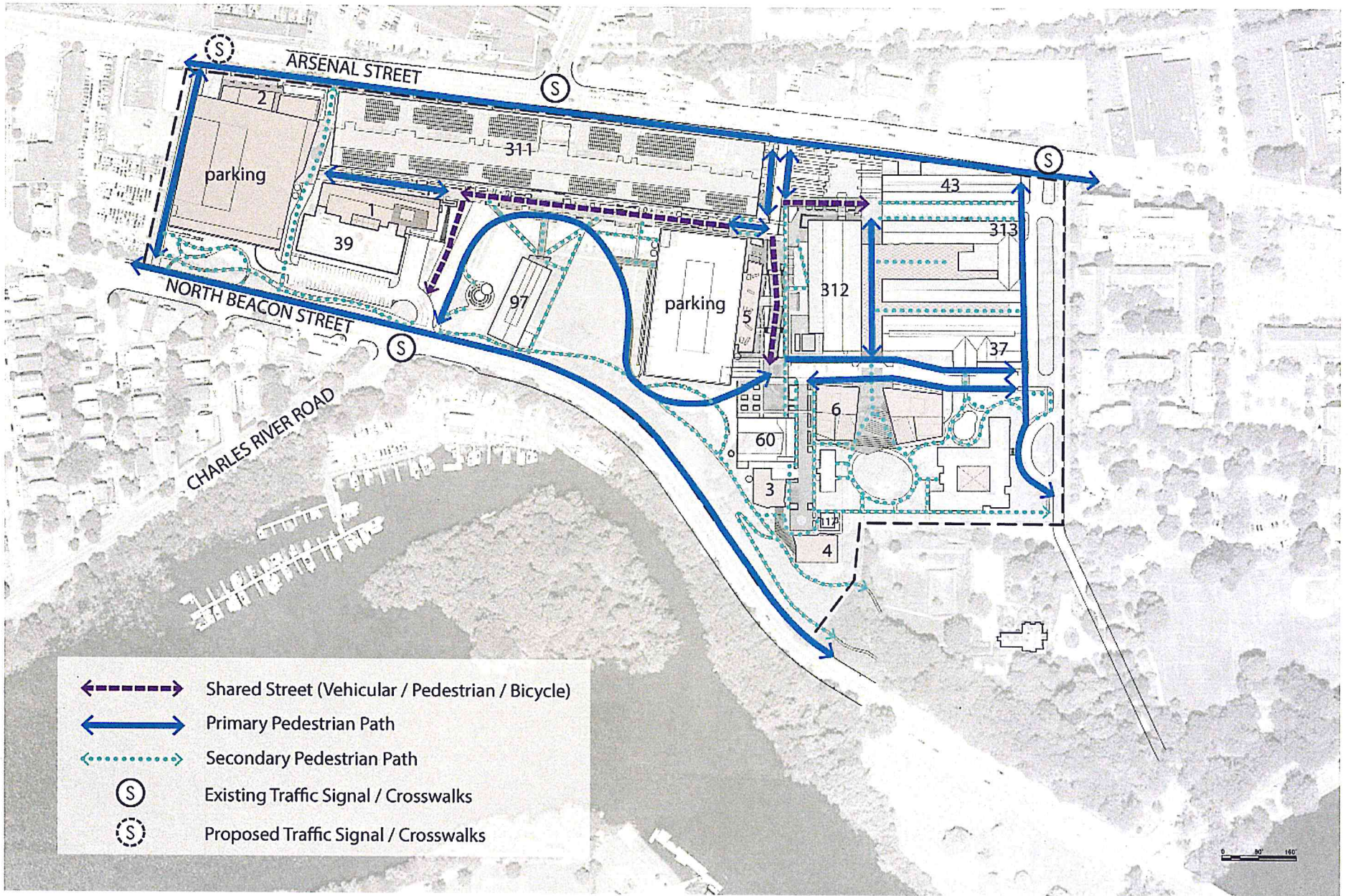
will benefit from the shared street concept as well as enhanced internal bike paths and access points. There will be significant covered and uncovered bicycle storage facilities located throughout the site. The current plan proposes 243 bicycle parking spaces, 188 of which are covered.

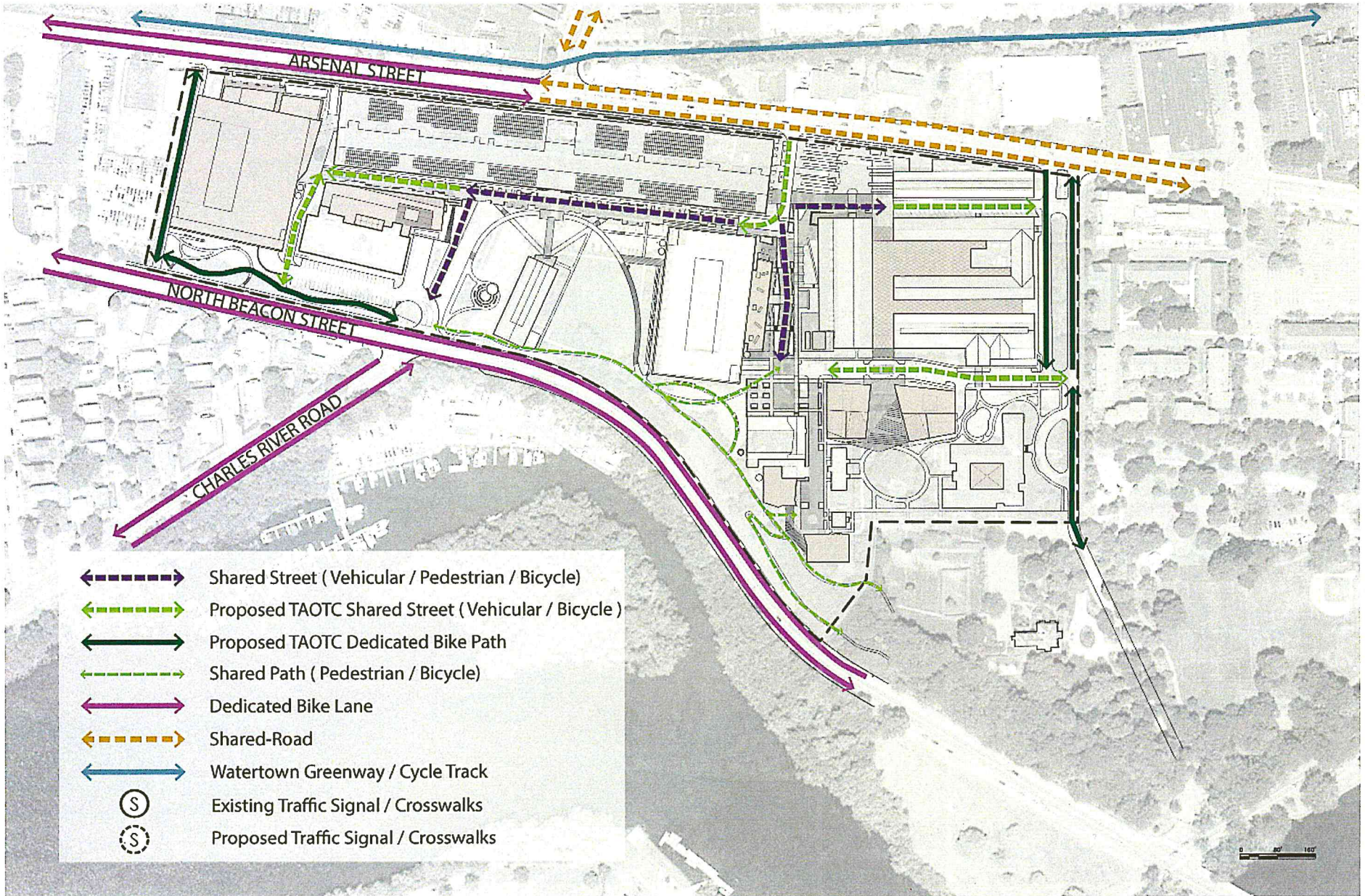
Emergency access to the site will be provided utilizing the existing street network, the shared streets and the combined bikeway and pedestrian access at the west side of the proposed garage. In addition, a fire lane will be provided along the eastern edge of the west garage.

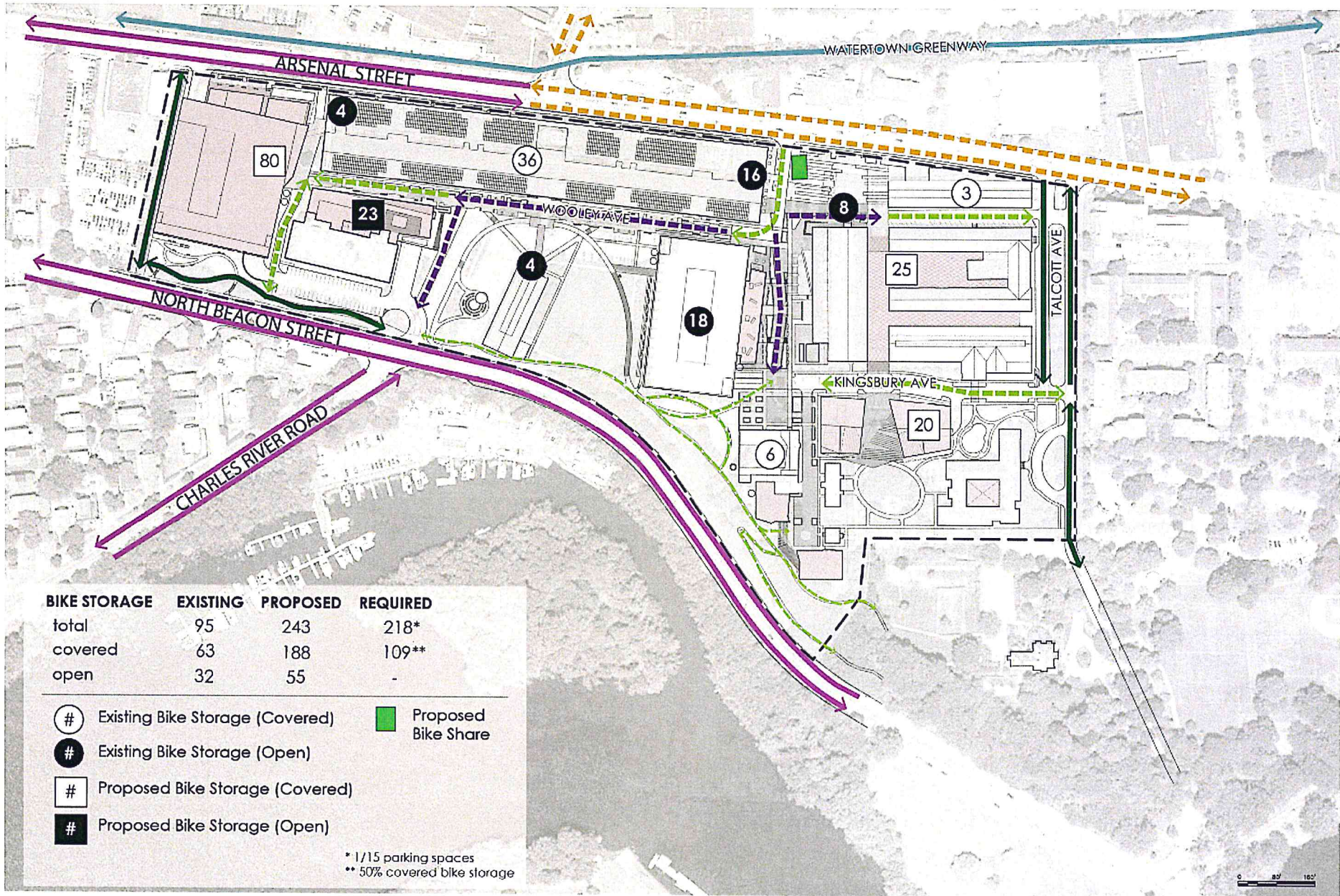




-  Shared Street (Vehicular / Pedestrian / Bicycle)
-  Vehicular Circulation (Vehicular / Bicycle)
-  Limited Vehicular Access (Emergency / Service)
-  Surface Parking
-  Parking Garage







Surface Water Drainage (Stormwater Management)

The Proponent has developed a comprehensive and integrated stormwater management plan for the campus. One of the key Campus Plan design goals is to create a stormwater system that is both integrated into the landscape and visible and experiential to all users of the campus. Walking through the campus you will encounter rain gardens along the retail corridor, as well as pervious pavements on the shared streets. Boardwalks will be established across the stormwater retention areas and will extend over a sinuous rain garden that culminates at an outdoor amphitheater that is part of the stormwater system. Cisterns that collect roof water (over 40,000 gallons of storage), from the new buildings will be located adjacent to the building and be a visible part of the campus landscape as well as provide irrigation to the site, while minimizing reliance on the public water supply. Native and drought tolerant landscape materials are proposed to minimize irrigation requirements. This Campus Plan also strives to collect data from the stormwater management system and visually display it throughout the campus.

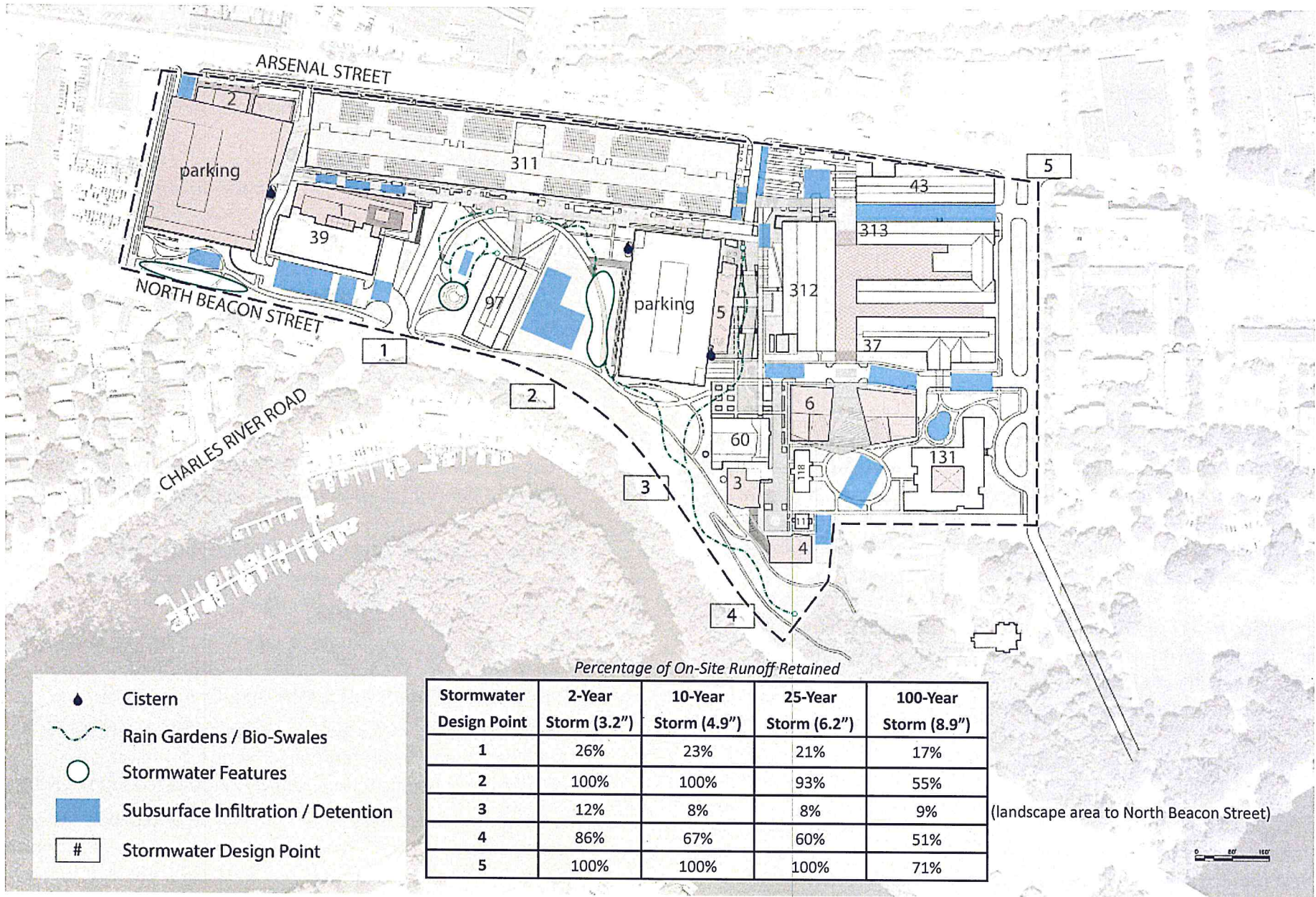
The proposed stormwater management system is designed to meet the Massachusetts Department of Environmental Protection's (DEP's) Stormwater Management Standards and the Chapter 98: Stormwater Management and Erosion Control of the Town of Watertown's Code of Ordinances and the corresponding Rules and Regulations to the maximum extent practicable. The Stormwater Report provided as part of this submission under separate cover details compliance with DEP's standards and compliance with the Town's ordinance and regulations.

The proposed design will retain stormwater on site where practicable for more than 90% of annual storm events and includes

a multi-faceted approach that includes Best Management Practices and Low Impact Development design techniques, including:

- Permeable pavement
- Green roofs
- Rainwater harvesting
- Water quality swales
- Rain gardens
- Subsurface detention and infiltration

All stormwater will be collected from roofs and paved areas and directed to subsurface detention or detention/infiltration systems, which will, to the extent required, overflow to the municipal drainage system. Those systems will retain stormwater from typical and frequent storm events and retain and detain stormwater from larger storm events, and will result in a significant reduction in the flow rate and volume of stormwater discharged from the site to the municipal drainage systems during all storm events, as described in the full Stormwater Report.



Utility Service

There is adequate capacity in existing utility infrastructure to service the campus. All electric, telephone, cable TV and other communication distribution and service infrastructure will remain underground on the Campus Plan site. As individual building sites are developed, electric and communication duct banks, conduits, wires and cables will be evaluated and replaced as required.

Water and sewer mains and services will be replaced, as needed, with new infrastructure as the site is revitalized. (See detailed plans for utility design)

All new proposed sewer flow from the plan site will be directed to North Beacon Street. Based on a review of the existing conditions survey, our estimates of the expected capacity of the existing municipal sewer system in North Beacon Street, and of the existing and projected sewage flows from the Campus Plan site, it appears that the existing sewer collection system in North Beacon Street has sufficient capacity to convey sewerage generated from the Arsenal site from the existing and proposed conditions.

The existing water distribution on site has sufficient pressure and supply for the existing and proposed conditions. Pressure on site measures in excess of 100 psi, and new water distribution infrastructure and valving will improve flow.

Environmental Sustainability

The Proponent intends to measure the results of their sustainability initiatives using the framework of the Leadership in Energy and Environmental Design (LEED) rating system. As new construction the Campus Plan will use the LEED V3 NC 2009 (New Construction) as a rating system to demonstrate compliance with Article 37. The

LEED rating system tracks the sustainable features of a project by achieving points in the following categories: Sustainable Sites; Water Efficiency; Energy and Atmosphere; Materials and Resources; Indoor Environmental Quality; and Innovation in Design.

The Proponent will engage a commissioning agent for the commissioning process and to verify that the building systems are installed and perform as designed. The buildings will be designed to optimize energy efficiency and will comply with the Stretch Energy Code, whereby energy use is reduced from the baseline energy conservation code by 20%. Additional sustainability measures include:

- The Campus Plan will strive to use refrigerants that are free of chlorofluorocarbon (CFC).
- The Campus Plan will strive to reduce the amount of building waste directed to landfills by supporting recycling efforts. A central recyclables collection area will be provided on site.
- The Proponent intends to divert construction and demolition debris from landfills through the use of a construction waste management plan
- The Campus Plan anticipates that it will meet the minimum requirements of Sections 4 and 7 of ASH RAE Standard 62.1-2007, Ventilation for Acceptable Indoor Air Quality.
- The Campus Plan will strive to minimize the exposure of building occupants, indoor surfaces and ventilation air distribution systems to Environmental Tobacco Smoke (ETS).
- A Construction Management Plan will be developed during construction.
- The Campus Plan intends to specify the use of adhesives and sealants, paints, carpet, and composite woods with low VOC content to reduce the quantity of indoor air contaminants.

- The Campus Plan will strive to provide access to lighting systems controls for 90% of building occupants.
- The Campus Plan intends to provide access to thermal systems controls for at least 50% of building occupants.
- The Campus Plan will provide a connection between the indoor and outdoor spaces through the incorporation of daylight and views.
- The Campus Plan anticipates that several points will be achieved in the Innovation & Design category.
- The Campus Plan is located near several mass transit stops.
- The Campus Plan will include energy star appliances as appropriate.
- The Campus Plan team includes at least one LEED Accredited Professional
- The Campus Plan will incorporate LID techniques for stormwater management

Screening

Appropriate screening both vegetated and structured will be deployed throughout the campus to minimize the visual impacts of storage areas, exposed machinery installations, service areas, truck loading areas and utility buildings and structures.

Safety

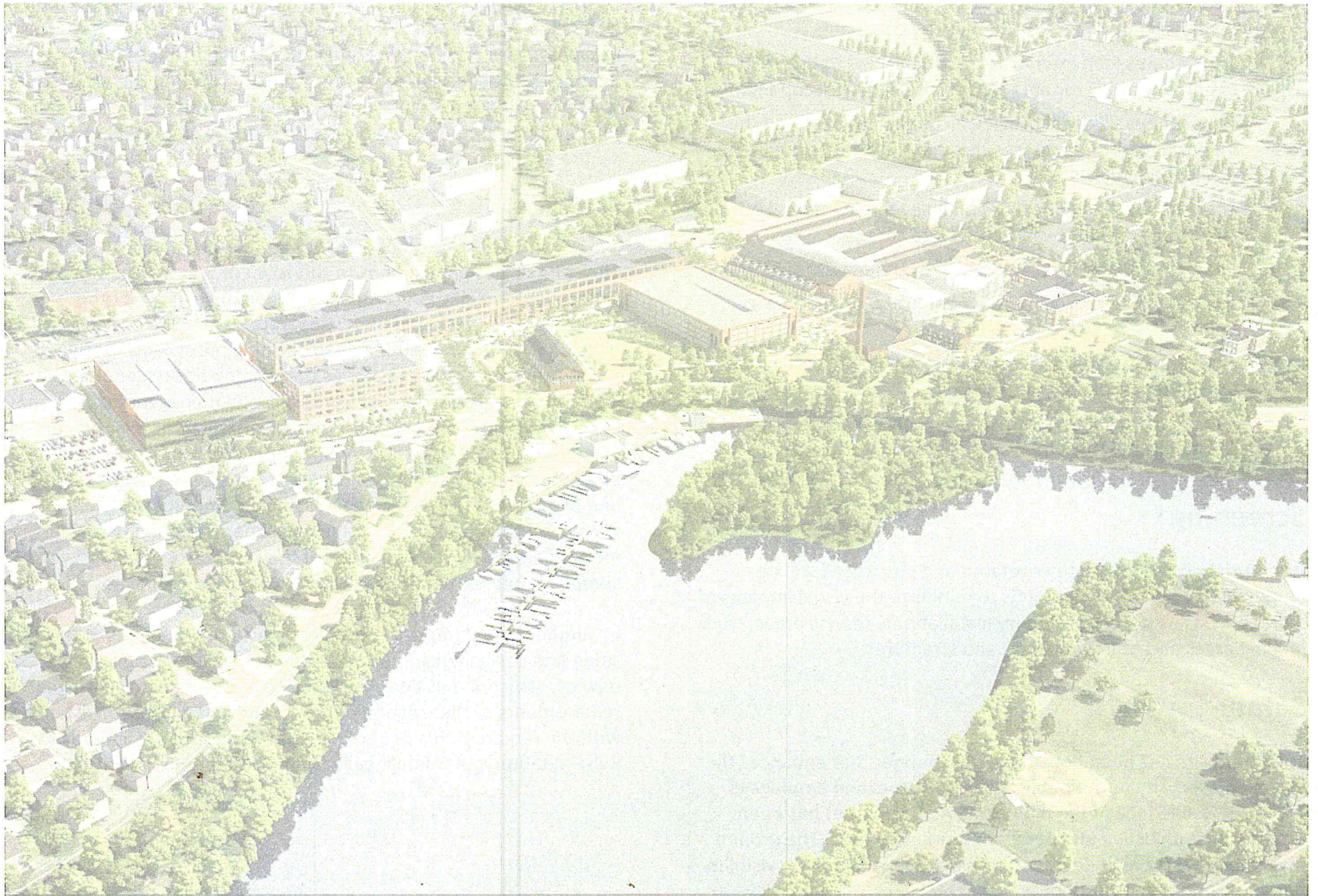
The entire site has been developed in a manner that enhances the safety and security of the public, guests, visitors and employees. The most visible face of the plan along Arsenal Street has been programed with active and pedestrian-oriented uses. The ground floor areas have a high degree of transparency to improve visibility between indoor and outdoor areas.

The large open areas throughout the campus allow for maximum accessibility by fire, police, and other emergency personnel and equipment. In addition, the site includes significant outdoor lighting to enhance safety. Security cameras around the property will record and retain information related to activity on the site. In addition, a state-of-the-art access control system will provide secure access to the buildings.

Design

The campus design responds to the Town of Watertown Design Guidelines. Specific guidelines have been developed for the campus and are included under separate cover. The design was developed to minimize impacts to abutting properties. Design of the stormwater system improves the existing offsite conditions and water quality. The proposed transportation management plan and energy efficient building design minimizes impacts on air quality. Screening and buffering will minimize noise, odor, heat vibration and dust impacts. Structures have been designed to enhance and blend into the existing campus and community fabric and will be visually appealing. Lighting has been designed particularly for parking and pedestrian areas of the campus to be dark sky compliant and to minimize impacts on abutting properties.

In addition, the Campus Plan will comply with all aspects of the siting and design guidelines of section 5.12 of the Zoning By-law. All new construction has been designed to be sensitive to the seven requirements of that section of the By-law and will be consistent with the requirements of Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Structures.



Design









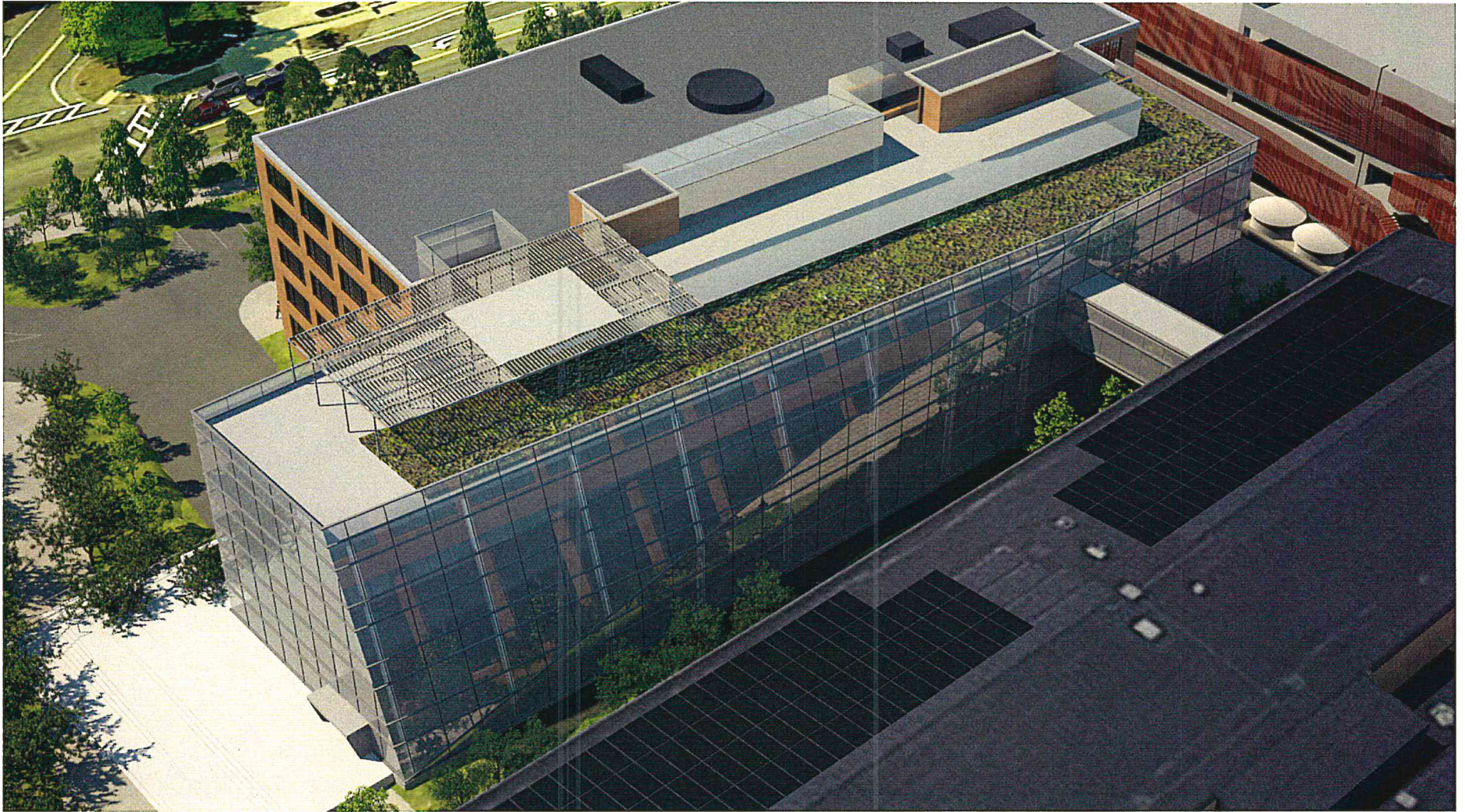










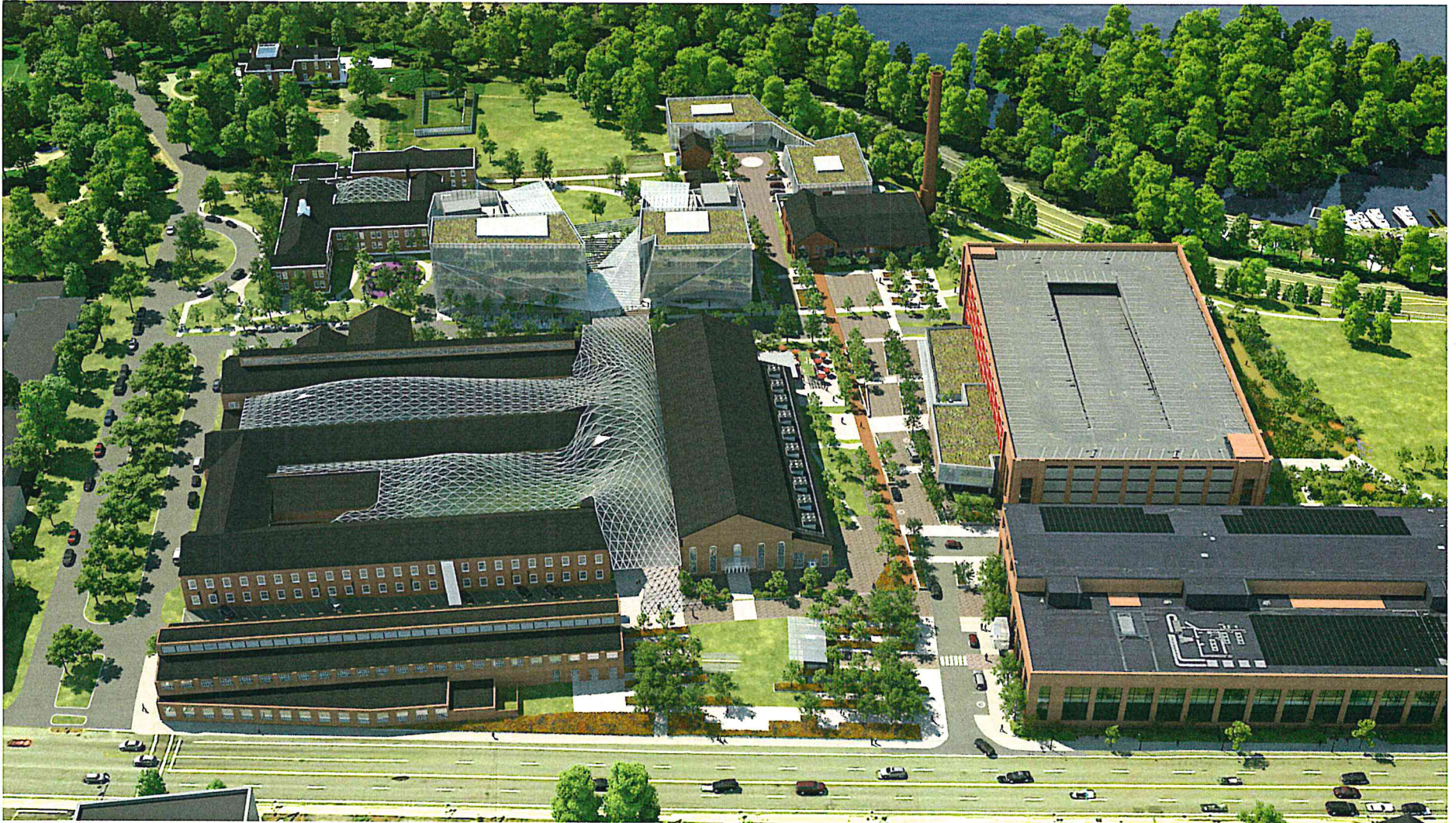


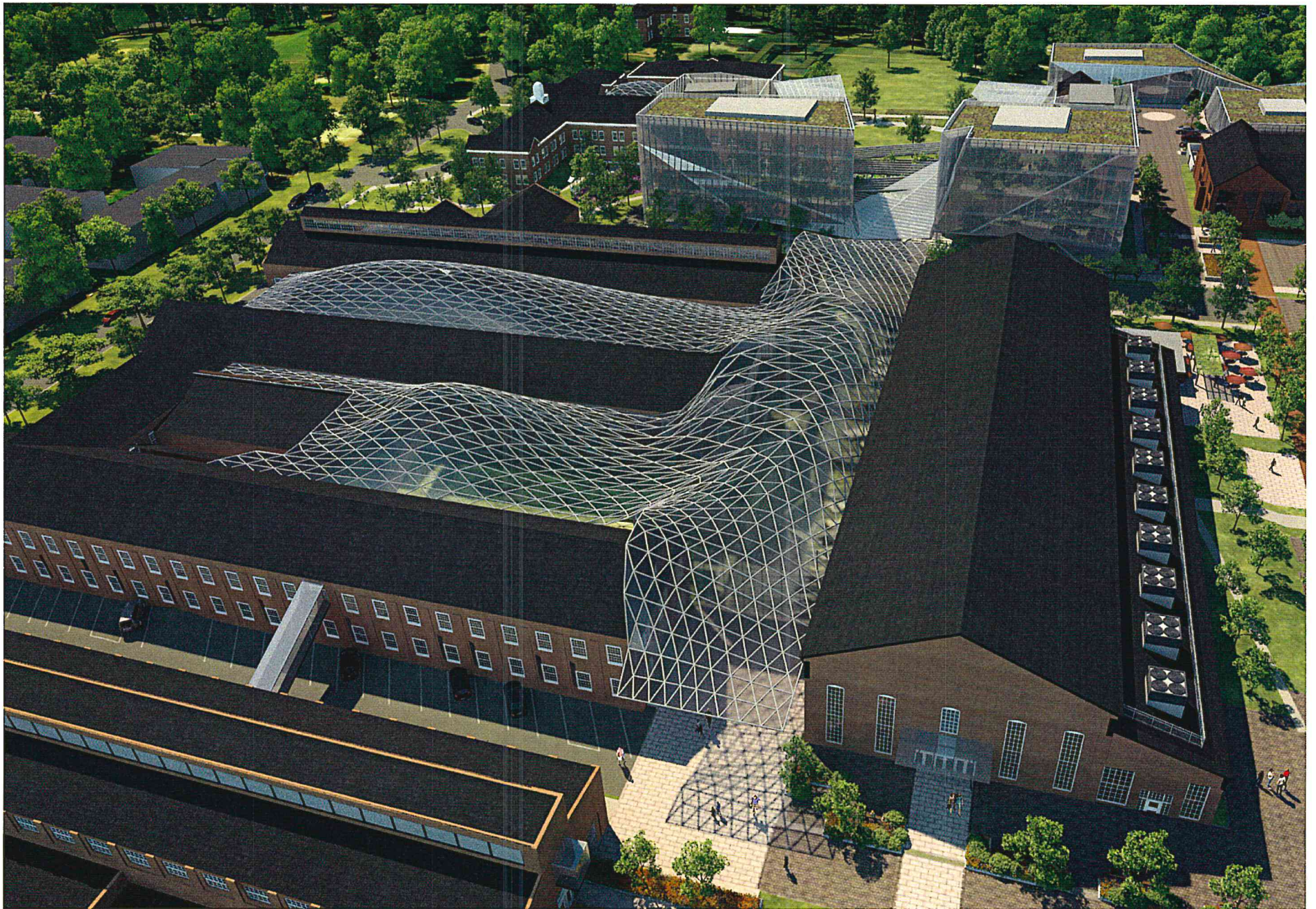


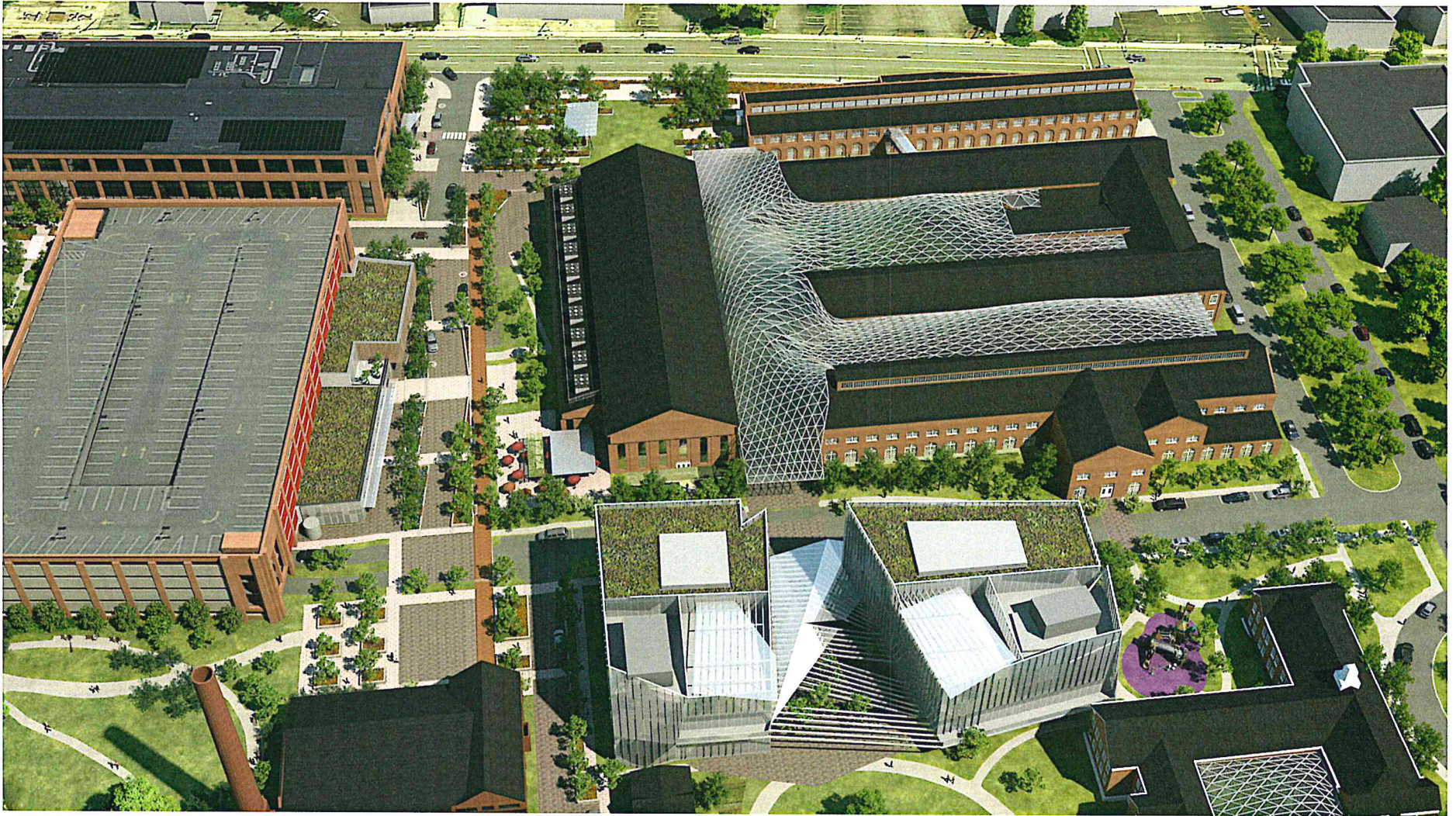




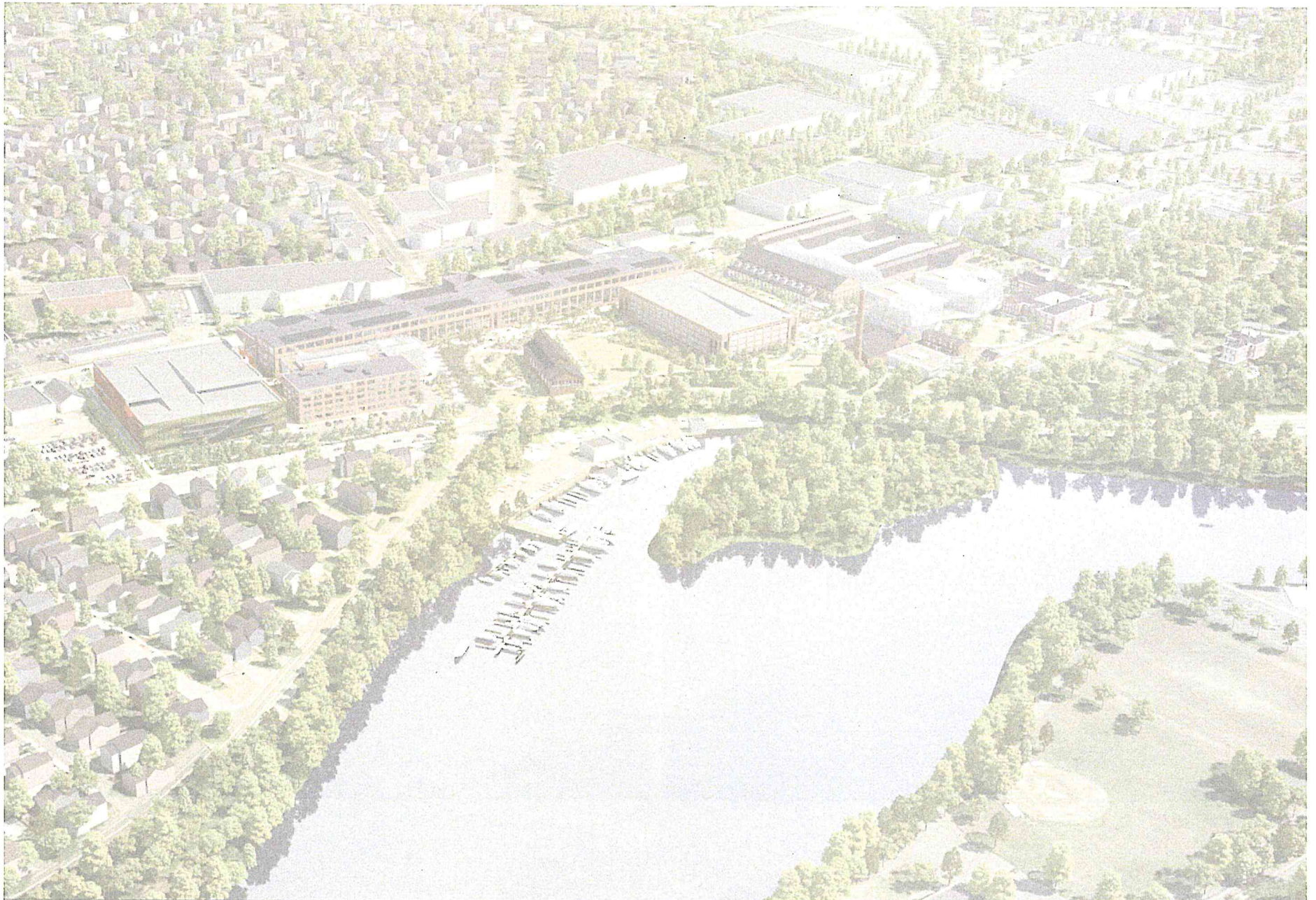












Elevation Drawings (1/32"=1'-0")

